



TO: District of Columbia Zoning Commission
FROM: Jennifer Steingasser, Deputy Director- Development Review & Historic Preservation
DATE: September 2, 2011
SUBJECT: Final Report – ZC 11-09 – Consolidated PUD at 3830 Georgia Avenue, NW.
Square 2905, Lots 809 and 808

I. RECOMMENDATION

Duball Petworth, LLC on behalf of Safeway, Inc has submitted an application for a consolidated Planned Unit Development (PUD) and related map amendment on a 69,118 square foot site in Square 2905, Lots 809 and 808, on the west side of Georgia Avenue, at Randolph Street, NW. OP recommends the Zoning Commission **approve** this application, including the following requested zoning relief:

- A PUD–related map amendment to rezone the R-4 portion of the site to GA/C-3-A;
- §§ 400.7(b) and 770.6(b): Permit one roof structure setback to be 2 feet 10 inches less than the required one-to-one setback and a second roof structure setback to be ten feet less than the required one-to-one setback;
- §§ 411.3 and 411.4: Permit 2 roof structures on each roof level where only one roof structure on each level is permitted.
- § 776.1: Permit one open court width to be 11 feet 9 inches where 11 feet 10 inches is required, and a second open court width to be 22 feet 4 inches where 31 feet 1 inch is required;
- § 2101.1: Permit 84 retail parking spaces where 205 parking spaces are required;
- § 1324.8: Permit 3 rather than the 5 entrances on Georgia Avenue required by the GA overlay;
- § 1324.12: Permit the non-sales area of the first floor retail space to be lower than the fourteen foot clear required by the GA overlay.

OP recommends the approval be made subject to the following conditions:

*Planters on the edge of the western wing shall be equipped with an automatic watering system to help maintain the proposed landscaping facing existing residences adjacent to the rear alley system;
and*

- *Signed agreements with DSLBD and DOES shall be submitted prior to final action.*

The applicant has addressed the questions and concerns raised by the Zoning Commission and the Office of Planning (OP) at set down.

The proposed grocery and apartments would complement developments recently completed or



underway in the 3600–4200 blocks of Georgia Avenue, provide residential density supporting improved commercial opportunities and be a positive contribution to the revitalizing Petworth neighborhood.



Figure 1. Site Location and Proposed Site Plan. .

II. PROJECT SUMMARY

The project would be one block north of the Georgia Avenue/Petworth green line Metro station. The site is now occupied by a medium-sized Safeway grocery store and its street-fronting parking. Behind the store is an alley the applicant has asked the Council to close, and another surface parking lot.

The PUD would be a 305,900 square foot mixed use building, with a 4.5 FAR. The main, 80-foot high portion would front on Georgia Avenue and on Randolph Street, on Lot 809. Behind this, across the currently open alley would be an attached 21-foot high wing, on Lot 808. This would extend westward into the center of Square 2905 for back-of-house functions, loading docks and parking entrances.

The 80 foot high section would contain an approximately 63,125 square foot Safeway and, above it, five stories of apartments containing approximately 220 studio, one-bedroom or two-bedroom apartments. Inclusionary Zoning regulations require 8 % of the residential square footage to be reserved for households earning no more than 80% of the Area Median Income. Apartments would be entered from mid-block Georgia Avenue between Quincy and Randolph Streets, or from Randolph Street, approximately 250 feet west of Georgia Avenue. The grocery would be entered from the corner of Georgia Avenue and Randolph Street.

There would be two levels of underground parking with 85 spaces for the grocery and approximately 132 residential parking spaces, at a ratio of 0.6 parking space for each apartment.

There would be two parking and loading portals. Safeway parking and loading would be entered and exited from Randolph Street via a widened curb cut approximately 300 feet west of Georgia Avenue and a new south-sloping driveway leading to the rear of the principal wing. Residential parking would be entered and exited from the west-most rear of the smaller wing in Lot 808, via the alley network connecting to Quincy and Randolph streets.

The primary project benefits are the replacement of the existing Safeway with an expanded store that includes additional services and a sidewalk café, and the construction of a significant amount of market rate and affordable housing. Other community benefits and amenities noted by the applicant include transit-oriented development, bicycle parking, car sharing and other transportation management plan measures, an estimated 70 new permanent grocery-related jobs, and construction jobs. There would be a First Source Employment Agreement, with a goal of hiring District residents for at least 51% of the employees hired in connection with the development of the project.

III. SITE AND SURROUNDING AREA

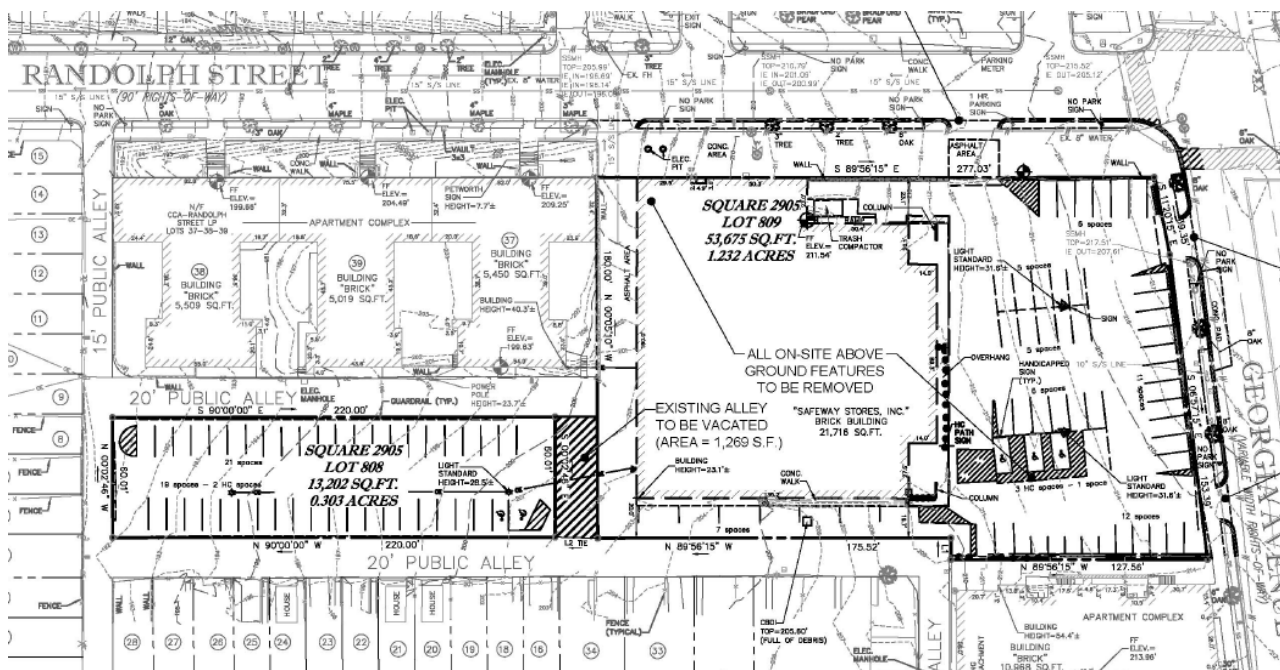


Figure 2. Existing Conditions

The site is located on Square 2905, one block north of the Georgia/Petworth Metro station in the Petworth neighborhood of northwest Washington. The Square is bounded by Georgia Avenue, Randolph, 10th and Quincy Streets, NW. It has two 20 foot side east-west alleys with one 15 foot wide connection to Randolph Street, and two 15-foot wide connections to Quincy Street. The site consists of two lots and an alley for which closure has been requested: Lot 809 fronts on Georgia Avenue, is zoned GA/C-3-A, and contains an existing Safeway store and its accessory parking. Lot 808 is in the center of the Square, is zoned R-4 and is used for parking. The 1,296 square foot alley (hatched in Figure 2) is between the two lots and within the R-4 zone boundary.

Petworth is one Metro stop north of Columbia Heights. It is generally developed with rowhouses and single-family detached houses or flats, with some four and five story apartment buildings. Georgia Avenue, particularly the southern section within walking of the Metro and near the applicant's site, is rapidly developing into a transit oriented mixed use and density center,

Several new high-rise developments have been completed above the Metro station in the last five years. Four additional residential and mixed use buildings are planned or underway in the 3800 – 4100 blocks of Georgia Avenue.

IV. ZONING REQUIREMENTS AND REQUESTED RELIEF



Figure 3. Current Zoning

In Figure 3, the areas to the east and west (left and right) of the shaded area are zoned R-4, low to moderate density row dwellings and flats. The shaded area on both sides of Georgia Avenue are zoned GA/C-3-A for medium bulk major business and employment, with the Georgia Avenue Overlay atop the zone. The development would be required to meet the overlay's design standards, which are enumerated in 11 DCMR Chapter 25, §1328. They are intended to improve the pedestrian experience on the street, including more direct access into individual businesses, taller first floors and minimization of solid walls and opaque window.

Table 1 shows the zoning requirements for the existing and proposed zones, for matter of right and PUD developments, and the applicant's specific proposal. It assumes a lot size of 68,119 square feet, comprising the GA/C-3-A Lot 809 @ 43,719 sf; the R-4 Lot 808 @ 13,200 sf; and the to-be-closed R-4 alley @ 1,200 sf. Table 2 compares the design requirements for the Georgia Avenue Overlay with what the applicant is proposing, and indicates where zoning relief has been requested or is otherwise required.

Table 1. Zoning Analysis. (See Table 2 for Overlay Analysis)

	Regulation	GA/C-3-A MOR w/IZ 53,719 sf	R-4 MOR W/IZ 14,400 sf	GA/ C-3-A PUD	Proposal	Compliance
		68,119 SF				
Min. Area (SF)	2401.1 1331.1 (b)	n/a 10,000 PUD	1800 MOR 2ac. PUD	15,000	60,000 sf (1)	Complies
FAR	2405.2	4.0	Effective 1.2a	4.5	4.5	Complies
Gross Floor Area permitted		214,876	Effective 17,280	305,900	305,900	Complies
		232,156 square foot total				
% Lot Occupancy	772.1	100,non-res 75, res.	n/a	75% res. 100% non-res.	60% res 100% non-res	Complies
Height	2405.1	90 ft.	40 ft. 3 stories	90 ft.	80.ft.	Complies
Side Yard	775.5	None required	None required	None required	0'	Complies
Rear Yard	774.1	2.5"/1ft ht. 21"5"	20 ft.	21'5"	68'2" (see Sheet G010)	Complies
Courts	776.1	4"/1' height area		Closed: 19' 1" Open 1: 12' Open 2: 19' 1" Open 3: 31' 1"	39' 10"wide 93' 10"wide 11' wide 22' 4" wide	Complies Complies 8'1"Relief Requested 8'9"Relief Requested
Vehicle Parking	2101.1	Retail: 1/300 sf. gfa&cellar >3,000sf Residential 1/2 du's	1/unit	Retail:1/300 sf. gfa&cellar >3,000sf = 205 Residential.: 1 /2du's = 109 Total: 314	Retail: 84 Residential: 109-137 Total: 192-221	Retail: 121-space Relief Requested Residential: Complies
Bike Pkg.	2119	5%required auto spaces	none	5% of required retail = 11	2 rack areas, # not specified	Likely Complies
Loading	2201.1	Retail 1 berth@ 30 ft. 1 berth@55 ft. 1 platform@200sf. 1 serv.space@20'd 1 platform@200sf 1 platform@100sf Residential 1 berth@55ft. deep 1 platform@200sf 1 serv.space@20ft.	n/a	Retail 1 berth@ 30 ft. 1 berth@55 ft. 1 platform@200sf. 1 serv.space@20'd 1 platform@200sf 1 platform@100sf Residential 1 berth@55ft. deep 1 platform@200sf 1 serv.space@20ft.	Retail 1 berth@ 30 ft. 1 berth@55 ft. 1 platform@200sf. 1 serv.space@20'd 1 platform@200sf 1 platform@100sf Residential 1 berth@55ft. deep 1 platform@200sf 1 serv.space@20ft.	Retail Complies Residential: Complies
# Roof Structure	411.3, 411.4	One	n/a	One	4 proposed (2 on each roof level)	Relief Requested
Enclosure Height	411.5	Uniform	n/a	Uniform	Uniform (all 10' high)	Complies
Roof Structure Setbacks	400.7b 770.6b	1:1 setback from exterior walls	n/a	1:1 setback from exterior walls	At least 2 of required setbacks are less than required. See Sheet A 09	Relief Requested 2'10", and 10'

Table 2. GEORGIA AVENUE OVERLAY ANALYSIS			
Zoning Section	Requirement	Proposal	Compliance
1328.2 – Build To	Build \geq 75% of facade to street property lines.	As required	Complies
1328.5 – Ground Floor Transparency	Clear windows and doors for \geq 50% ground level street wall	As required	Complies
1328.6 Security Grilles	\geq 70% transparency	As required	Complies
1328.7 – Entry Location	Direct sidewalk access for business on GA Ave.	As required	Complies
1328.8- Entry Spacing	Bldg/Comm. Entrances every 40', on average	3 of required 5 provided; Future conformance possible	Relief Requested
1324.12 – Ceiling Height	Uniform height \geq 14 ft. clear on ground floor	\geq 14 feet for public portion of grocery; < 14' for service area	Relief Requested
1328.10 – Building Height	Additional 5', in conjunction w/§1324.12	80'	Complies

As the tables indicate, in addition to the related map amendment for a portion of the site, the applicant has requested the following flexibility from zoning requirements, under the provisions of § 2405.7:

- Court Width (§776.1)
- Retail Parking (§2101.1)
- Multiple Roof Structures (§§ 411.2, 411.3)
- Less than 1:1 setbacks for some roof structures (§400.7, §770.6(b)).
- Entry Spacing Within Overlay (§1328.8).
- Ground Floor Ceiling Height within Overlay (§1324.12).

V. RELATIONSHIP TO COMPREHENSIVE AND OTHER GOVERNING PLANS

The proposed development is not inconsistent with the Comprehensive Plan.

It is consistent with the Georgia Avenue/Petworth Metro Station Area and Corridor Plan, and the Great Streets Framework Plan for 7th Street – Georgia Avenue.

A. COMPREHENSIVE PLAN

- 1. GENERALIZED FUTURE LAND USE MAP AND GENERALIZED POLICY MAP:** The taller portion of the proposed development in the existing GA/C-3-A is consistent with the Future Land Use Map (Figure 5), which shows the location as being appropriate for medium density residential and moderate density commercial uses; and with the Generalized Policy Map (Figure 6). The site is also two blocks north of the Generalized Policy Map's Georgia Petworth Multi-

Neighborhood Center. The Comprehensive Plan describes these categories as follows:

Moderate Density Commercial: *Shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area.*

Medium Density Residential: *Neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas.*

Main Street Mixed Use Corridor: *Traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment.*

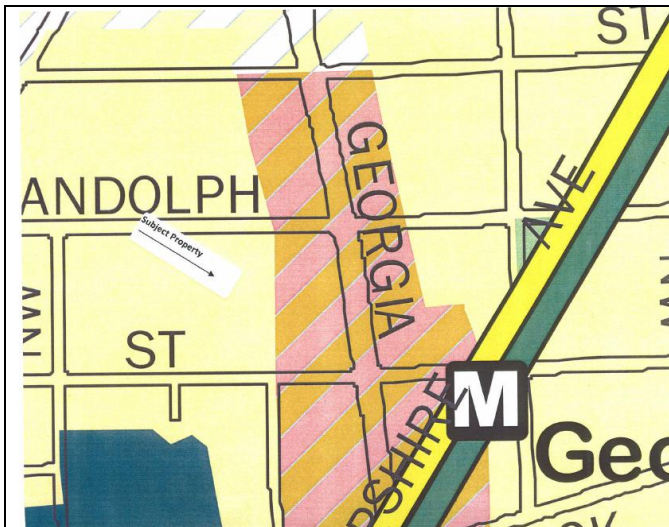


Figure 5: Generalized Future Land Use Map.

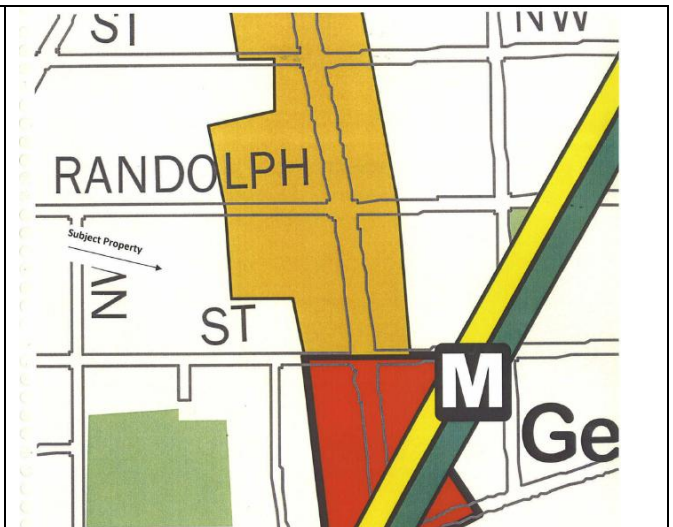


Figure 6: Generalized Policy Map.

Property is at southeast corner of Georgia Avenue and Randolph Street.

The proposed lower building portion in the existing R-4 zone is not obviously within the Figure 5's moderate density commercial/medium density residential symbols, but it is within Figure 6's Main Street Mixed Use Corridor Designation. Both the Future Land Use and Generalized Policy maps are Comprehensive Plan *generalized* maps. It would not be inconsistent with the Comprehensive Plan to consider a PUD-related rezoning for the site.

2. WRITTEN ELEMENTS:

The proposed development would eliminate an underutilized site developed as a shopping center with surface parking in the front with a mixed-use building located approximately one-third of a mile from a

Metrorail station. It would provide new housing, modern retail spaces directly accessible from the sidewalk and below-grade parking along the Georgia Avenue corridor. Many green components are incorporated into the design of the building, including the planting of new street trees along Georgia Avenue and Morton Street. This would be not inconsistent with many policies of the Comprehensive Plan.

Citywide Element

The proposed development is not inconsistent following policies of the **Housing Element**:

Policy H-1.1.1: Private Sector Support

Encourage the private sector to provide **new housing** to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.

Policy H-1.1.3: Balanced Growth

Strongly encourage the **development of new housing** on surplus, vacant and **underutilized land** in all parts of the city.

Policy H-1.1.4: Mixed Use Development

Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations.

The proposed development is not inconsistent following policies of the **Environmental Protection Element**:

Policy E-2.2.3: Reducing Home Heating and Cooling Costs

Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those members of the community who are least able to afford them.

Policy E-3.2.1: Support for Green Building

Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities.

The proposed development is not inconsistent following policies of the **Urban Design Element**:

Policy UD-1.4.1: Avenues/Boulevards and Urban Form

Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/ boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city.

Policy UD-1.4.5: Priority Avenues/Boulevards

Focus the city's avenue/boulevard design improvements on historically important or symbolic streets that suffer from poor aesthetic conditions. Examples include North and South Capitol Streets, Pennsylvania Avenue SE, and Georgia Avenue and the avenues designated by the "Great Streets" program.

Policy UD-2.2.5: Creating Attractive Facades

Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.

The proposed development is not inconsistent following policy of the Economic Development Element:

Policy ED-2.2.3: Neighborhood Shopping

Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along **with appropriately-scaled retail infill development on vacant and underutilized sites.**

Policy ED-3.1.1: Neighborhood Commercial Vitality

Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, **attracting new businesses, and improving the mix of goods and services available** to residents.

Area Elements

The proposed development is located within the Rock Creek East Area of the Comprehensive Plan and is adjacent to the Mid-City Area Element's boundary.

The proposed PUD is not inconsistent following policies of the **Rock Creek East Area Element** of the Plan:

Policy RCE-1.1.3: Directing Growth

*Concentrate economic development activity and employment growth in Rock Creek East **around the Georgia Avenue/Petworth Metrorail and Takoma station areas, along the Georgia Avenue corridor, along Kennedy Street, and on 14th Street NW between Allison and Decatur Streets.** Provide improved pedestrian, transit, and bicycle access to these areas, and improve their visual and urban design qualities in order to create a unique destination for the local community to enjoy.*

Policy RCE-1.1.4: Neighborhood Shopping Areas

Maintain and encourage the development of multi-use neighborhood shopping and services in those areas designated for commercial or mixed uses on the Future Land Use Map. The encroachment of commercial and other non-residential uses into the stable neighborhoods adjacent to these locations shall be strongly discouraged.

Policy RCE-1.1.6: Development of New Housing

*Encourage the retention of existing subsidized housing units within the Rock Creek East Planning Area, along with other measures to **increase housing choices and improve housing affordability for area residents.** This should include the production of new mixed income housing along Georgia Avenue, and the encouragement of mixed income housing in the industrially zoned area west of Georgia Avenue between Upshur and Shepherd, and on District-owned land along Spring Road near the Petworth Metro Station. A particular emphasis should be placed on providing low cost affordable housing for seniors*

Policy RCE-2.2.1: Development Character

Encourage development in the Georgia Avenue/Petworth area to respect the area's pedestrian-oriented, moderate density character. A variety of project scales should be encouraged, ranging from small adaptive

*reuse and rehabilitation projects to mixed use projects combining housing and commercial uses. **Mixed income housing with a variety of housing types is particularly encouraged. Any development of larger-scale buildings shall require architecturally sensitive scale transitions to adjacent, less dense development.***

The proposed PUD is also not inconsistent with the following policies of the adjacent area's **Mid-City Area Element** of the Plan:

Policy MC-1.1.2: Directing Growth

Stimulate high-quality transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St. /African American Civil War Memorial/Cardozo Metrorail station areas, as well as **along the Georgia Avenue corridor** and the North Capitol Street/Florida Avenue business district.

Opportunities for new mixed income housing, neighborhood retail, local-serving offices, and community services **should be supported in these areas**, as shown on the Comprehensive Plan Policy Map and Future Land Use Map.

Policy MC-1.1.7: Protection of Affordable Housing

*Strive to **retain the character of Mid-City as a mixed income community** by protecting the area's existing stock of affordable housing units and **promoting the construction of new affordable units.***

Policy MC-1.2.5: Neighborhood Greening

Undertake neighborhood greening and **planting projects** throughout the Mid-City Area, particularly on median strips, public triangles, and **along sidewalk planting strips.**

Policy MC-2.1.1: Revitalization of Lower Georgia Avenue

*Encourage continued revitalization of the Lower Georgia Avenue corridor. **Georgia Avenue should be an attractive, pedestrian-oriented "Main Street" with retail uses, local-serving offices, mixed income housing, civic and cultural facilities, and well-maintained public space.***

Policy MC-2.1.3: Georgia Avenue Design Improvements

Upgrade the visual quality of the Georgia Avenue corridor through** urban design and public space improvements, including **tree planting**, new parks and plazas, upgrading of triangle parks, and **façade improvements that establish a stronger identity and improved image.

B. GEORGIA AVENUE-PETWORTH METRO STATION AREA AND CORRIDOR PLAN

The Georgia Avenue – Petworth Metro Station Area and Corridor Plan (GA Plan) is a Small Area Plan (SAP) that was adopted by Council in December 2006. This plan supplements the provisions of the Comprehensive Plan. The GA Plan includes a revitalization strategy as a framework to guide growth and development and preserve and enhance the quality of life in the neighborhoods along the corridor.

The SAP recognizes that the corridor has struggled with a lack of critical residential mass to support a viable retail environment. The corridor has an abundance of vacant retail. The subject property is located approximately one-block north of the Georgia Avenue-Petworth Metrorail station and proposes additional residential density on Georgia Avenue with modern retail spaces.

The GA Plan makes the following recommendations for the Georgia Avenue corridor under the Corridor Strategies section:

Market Economics: *Encourage retail development that brings the desired mix of quality neighborhood-serving business and services.*

Encourage a mix of residential development along the corridor to absorb the five-year demand for 1,605 new housing units.

Urban Design and Public Realm: *Encourage green roofs in new development projects.*

Within the Neighborhood Areas section, the Plan makes the following recommendation:

Park View/Park Morton: *Apply Transit Oriented Development principles to generate a dynamic place with increased variety and intensity of land use and activities within walking distance of the metro station that draws the community and visitors to socialize, shop, live, and interact.*

The proposed development would provide a mixed-use building with affordable units within walking distance of the Georgia Avenue-Petworth Metrorail station.

C. GREAT STREETS FRAMEWORK PLAN for 7TH STREET – GEORGIA AVENUE

Georgia Avenue is one of the eight streets identified in the District's Great Streets Initiative. These streets have been identified as arterials that have great opportunities for commerce, vitality and city living. The District Government is providing financial resources to revitalize these areas. Along Georgia Avenue investments have been made in many new residential projects to bring new residents and shoppers to the neighborhoods.

VI. APPLICANT RESPONSE TO MATTERS RAISED BY THE ZONING COMMISSION AND THE OFFICE OF PLANNING AT SETDOWN

- a. Truck Turning Movements: Tab A of the applicant's June 1, 2011 filing contains four diagrams demonstrating that trucks would be able to directly enter and exit from and to Randolph Street without backing movements, and would require no more than one additional movement within the garage.
- b. Traffic Impact: OP's setdown report noted that the traffic study needed augmentation. The applicant submitted its updated traffic impact study on August 26, 2011. It appears to provide a more thorough analysis of potential traffic impact, vehicular levels of service, and, unlike the preliminary report, includes a Transportation Demand Management Plan. The applicant has met with DDOT during the development of the study and DDOT has not expressed concerns about the proposal to OP.
- c. Architecture and Design: The applicant filed additional drawings on August 26, 2011.
 - i. *Treatment of Rear Wing Walls and Grilles:* The height will range from approximately 39 feet to 49 feet above the surrounding alley grade. As illustrated on Sheets A 15 – A-18 of the August 26, 2011 filing, the walls will be red brick with decorative piers and cast stone lintels.

Wall grilles would be similar to those of the new Georgetown Safeway store and have been designed to provide views to and from the building and garage to the adjacent alley. The openings are limited to the ground level, to preserve the privacy of the residences and back yards to the south. Hanging ivy will be planted near the top of the wing on the south and west side of the wing to soften the appearance from nearby residences.

To help maintain the health of the landscaping proposed to soften the building's appearance: *OP recommends that the Commission require that the planters on the rear wing have an automatic watering system.*

- ii. *Front and Base Building Materials:* The Commission requested additional information about appearance and durability. The applicant has supplied photographs of buildings using similar materials. OP has examined two of these buildings. After six and seven years, the cementitious material has weathered well and continues to appear like the material it imitates.
 - iii. *Sidewalk Café Landscaping and Elevation:* The Commission asked the applicant to address the design and landscaping of the proposed café that would project into public space, to ensure that public space requirements would not result in a need to redesign a portion of the building façade. The applicant has revised the design since setdown, as illustrated on Sheets L01 – L07 of the August 26, 2011 filing. The revised design has been favorably reviewed by public space committee staff and is reflected in minor façade design changes in the August 26 filing.
- d. Dimensional Relief
- i. *Court width:* In response to OP's request for an explanation of why the requested court relief is needed the applicant's June 2, 2011 report states that the courts are not required courts, that the northern court is open to the street and enables the apartments to receive adequate light and air as the building steps down from Georgia Avenue toward established residences on Randolph Street. The open court on the south side of the building is eight feet less wide than the required nineteen feet. The applicant states the courtyard would provide adequate light and air to the adjacent units because the applicant's eleven-foot wide court is adjacent to a fifteen foot wide court on the apartment building y to the south.
 - ii. *Multiple Roof Structures, Not Always Set Back at a 1:1 Ratio:* OP requested additional information about the need for more than one roof structure and for less-than-required setbacks. On page 9 of its June 1, 2011 statement, the applicant explains the technical requirements and beneficial results enabled by the requested relief. The roof structures atop the western wing serve the loading and back-of-house grocery functions located in that wing. They are placed closer to the roof edge in order to accommodate the green roof and residential terrace atop the western wing. The elevator penthouses on the taller eastern block are located to serve the elevator banks at each of the apartment building's entrances and to accommodate the proposed grocery's open floor plan. The roof structures would be adequately set back from all street fronts but have a less than 1:1 setback from walls adjacent to a driveway and an alleyway. The roof structures would be faced in brick to minimize any potential aesthetic intrusions.

e. Relief from Georgia Avenue Overlay Requirements

- i. *Entry Spacing:* In response to a request from OP, the applicant has stated that although the proposed grocery's security requirements do not permit a door opening every forty feet, the building has been designed to accommodate such openings, as is required by the overlay, should a future user of the space desire them.
- ii. *Ground Floor Height:* The grocery store space is designed with an almost twenty-four foot high ceiling throughout the public areas. This exceeds the overlay requirements of fourteen foot clear ceilings. However, the ceiling height would not achieve the required height in some of the non-public grocery spaces and residential entry spaces. The distinction is illustrated on Sheet A 18 of the June 1, 2011 filing. The ceiling height design is consistent with the intention of the overlay.

f. Peripheral Impacts

- i. *Exterior Lighting:* The Commission was concerned about potential light spillage at setdown. The applicant has not specified the particular exterior light standards for the western wing, but has noted that the existing cobra head fixtures will be replaced with "dark-sky" compliant sconces. These fixtures would focus light downward on the adjacent alleys. Their relatively narrow light cone would minimize spillage into nearby yards and windows.
- ii. *Noise from Mechanical Equipment atop West Wing:* The applicant has submitted an acoustical analysis indicating that the equipment will generate a sound level of 48-53 dBA at the property lines across the alleys bordering this western wing. This level is approximately 7dBA less than the 60dBA permitted by municipal regulations. The difference is significant. The applicant's acoustical consultant states that a 10 dBA reduction is generally perceived as cutting noise by one-half.
- iii. *Shadows on Adjacent Buildings:* These are simulated on Sheets A 29 – A 32 of the applicant's August 26, 2011 filing.
- iv. *Adequacy of Parking:* OP had asked the applicant to assess the impact of the requested commercial parking reduction. The updated traffic study dated August 1, 2011 indicates that even with the requested reduction, the supply of retail parking is likely to be 21 spaces greater than would be required at times of peak retail usage.

g. Sustainability Considerations

- i. *Roofing Materials:* The Commission and OP asked the applicant to explain why green roofs were shown in some places and reflective roofs in others. The applicant has noted that the western wing's roof and the principal wing's central court roof will be on top of a concrete frame structure, which could hold the weight of green roofs. Roof section in those areas would include green elements such as planting beds and other landscape features. The residential portion of the building would have a "stick-built" structure unable to

accommodate as much roof weight as a concrete structure. The roof atop this portion would be a lightweight roof with a high solar reflectivity index. The applicant states that the combined roof will enable the project to claim LEED ND Credit 7.2.

OP recommends additional information be provided to explain the extent to which the roofs atop the concrete frame structure would reduce stormwater runoff.

VII. PUBLIC BENEFITS AND AMENITIES

The principal objective of a PUD is to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations, or results in an action inconsistent with the Comprehensive Plan.

The proposed PUD would neither be inconsistent with the Comprehensive Plan nor used to circumvent the zoning regulations.

Amenities are defined in Section 2407.3 as “being one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors.” Section 2403.9 outlines “Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:

- (a) Urban design, architecture, landscaping, or creation or preservation of open spaces;
- (b) Site planning, and efficient and economical land utilization;
- (c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;
- (f) Housing and affordable housing;
- (h) Environmental benefits such as stormwater runoff controls and preservation of open space or trees;
- (i) Uses of special value to the neighborhood or the District of Columbia as a whole;

The applicant has listed a number of project features that would contribute to the proposed benefits and amenities. These are noted in this section of OP’s report and summarized in Table 3, which also includes OP’s evaluation of how the items should be classified.

Urban Design, Architecture, Site Planning, Landscaping and Open Space

The applicant proposes a masonry building with storefronts directly accessible from the street. The traditional base/body/top brick design is compatible with both the older and newer apartment buildings in the neighborhood. The height and proposed adherence to the Georgia Avenue Overlay would ensure a strong definition to the street and a friendly pedestrian environment. The ground floor uses and design, and the sidewalk café and landscaping would enhance the appearance of Georgia Avenue and Randolph Street and would contribute to the liveliness of Georgia Avenue.

The design places all parking, loading and trash functions either underground or fully within the building’s rear wing, reducing potential noise and other impacts.

Construction

The applicant has stated it will drill rather than drive all piles. This would reduce construction noise

impacts and increase costs by, the applicant estimates, approximately \$150,000.

Housing and Affordable Housing

The provision of over 200 housing units would enhance Petworth as a transit oriented neighborhood. Approximately 20% of the apartments would be 2-bedrooms units, a relatively high percentage of total units. Although the applicant would provide only the quantity and level of affordable housing required by the zoning regulations, the approximately 18 units would be of significant benefit to the neighborhood. These units would be a direct result of the proposed mixed-use project. They are not proffers, but they would not be constructed if, for instance, the applicant had proposed simply expanding the existing Safeway and including other retail offerings.

Retail

Several community members attending an ANC 4C meeting on May 10, 2011 noted that that securing an expanded and updated grocery store has been a high priority for Petworth's residents.

Local Business Opportunities and First Source Agreements

The applicant states that the proposed expansion of the grocery store would generate 70 new jobs, for a total of 125 jobs on-site. The applicant has proffered entering into First Source Agreement with the District of Columbia Department of Small and Local Business Development (DSLBD) to work towards 51% of the new hires being District residents. The applicant would also include participation by small, local and disadvantaged businesses in the design development, construction, maintenance and security of the project. Similarly, the applicant should work with the Department of Employment Services as its first source for recruitment, referral and placement of new hires whose jobs are created by the PUD.

Environmental Elements

On Sheet G-010 of the August 26, 2011 architectural drawings the developer indicates the project components that would be considered to establish a LEED rating. Pages 20 through 22 list the environmentally progressive features of the proposed Safeway's construction and operation. The elements to which the applicant has definitely committed could enable it to achieve 50 points, which would make it eligible for the Silver level required by the District's Green Building Act. The elements which the applicant may also include could bring the total to 76 points, which is currently the LEED Gold level.

Transportation and Parking

The applicant submitted its updated traffic impact study on August 26, 2011. It appears to provide a more thorough analysis of potential traffic impact, vehicular levels of service, and includes a Transportation Demand Management Plan. The applicant has met with DDOT during the development of the study and DDOT has not expressed concerns about the proposal to OP.

TABLE 3: BENEFITS /AMENITIES CITED BY APPLICANT	MITIGATION	PUBLIC BENEFIT	PROJECT AMENITY	REQUIRED	APPLICANT PROFFER
8% affordable @ 80% AMI		X		X	
Market rate housing		X			
Contextual Arch/Urban Design		X	X		X
Sidewalk Cafe		X	X		X
Extensive Sidewalk and Courtyard Landscaping		X	X		
Transit Oriented Project		X			
Reduced curb cuts		X		x	
Enclosed parking/loading/trash	X	X	X		X
More bicycle spaces than required		X	X	11	1 inside and 1 outside rack
Environmental Benefits, including LEED-certifiable	some	X – ≥ 110 points.		some	some
Special Value Uses: –A major grocery expansion		X	X		X
1 st Source Agreements		X			X

VIII. AGENCY REFERRALS AND COMMENTS

The referral to District agencies had not generated written comments at the time this report was written.

IX. COMMUNITY COMMENTS

At its regular meeting on May 10, 2011 ANC 4C voted unanimously to recommend the Zoning Commission recommend approval of the project. OP has received no other public comments.

JLS/ slc

Stephen Cochran, project manager